

# RALEIGH UNION STATION

*PHASE I + II*



Space holder to add drone footage/movie

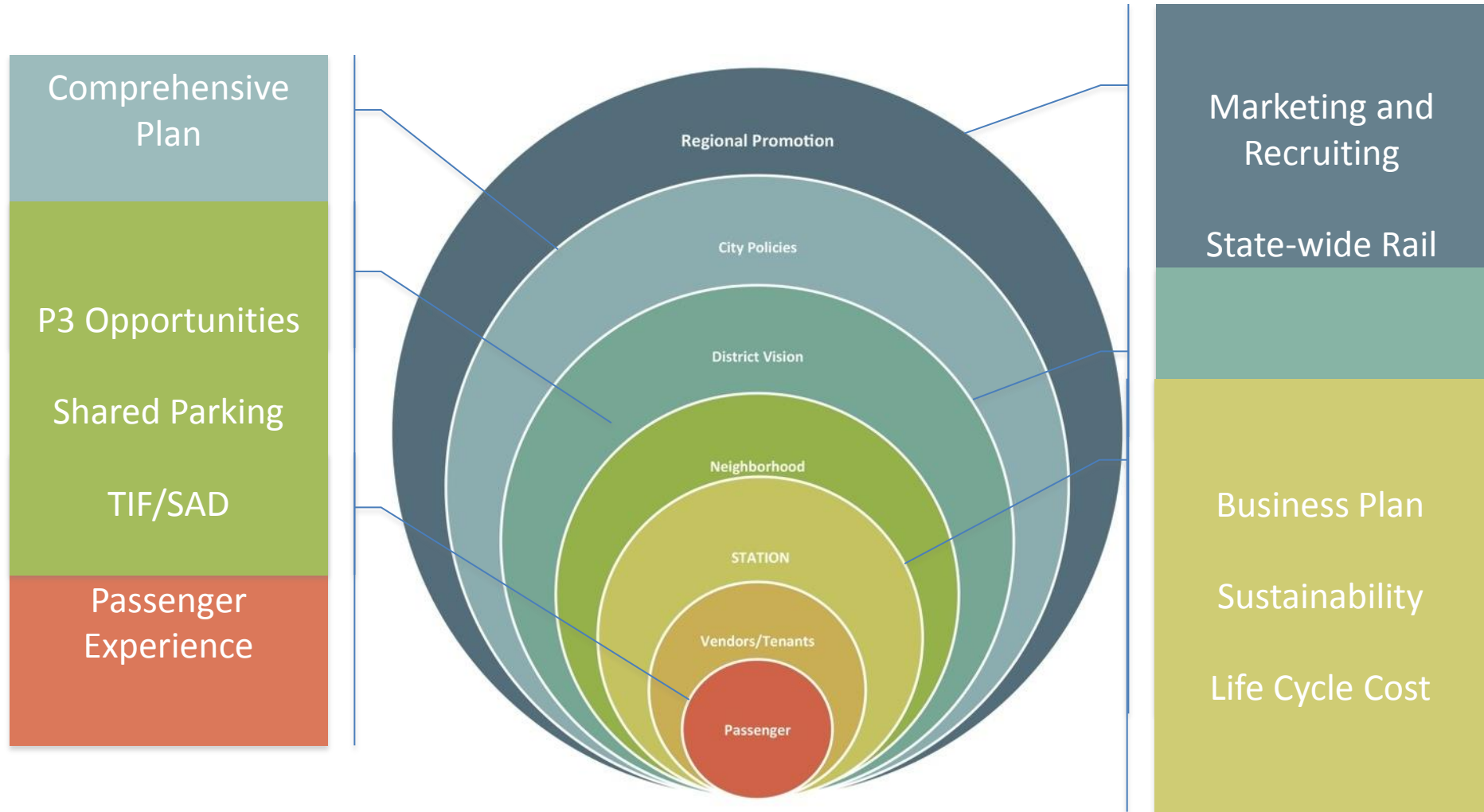
# Raleigh, North Carolina





Raleigh is centrally located on the eastern seaboard approximately midway between Maine and Miami, Florida

# Capturing Value – The Ripple Effect



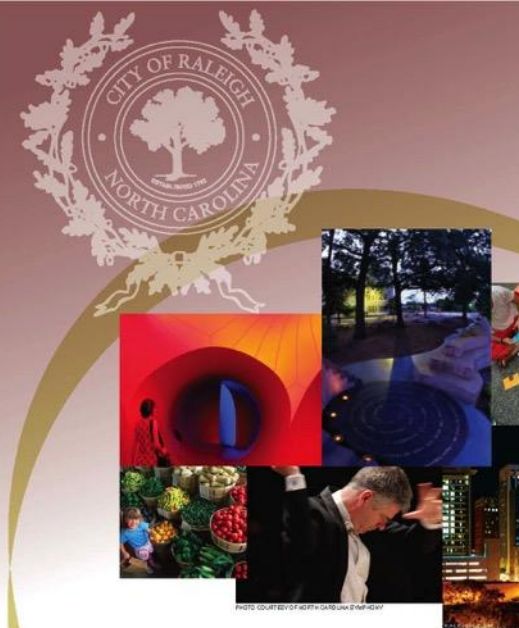
# VISION FOR RALEIGH

Design a 21st century city

Build a legacy for the future

Create a city of lasting value






Designing a 21st Century City:


**The 2030 Comprehensive Plan  
for the City of Raleigh**

Volume I: Comprehensive Plan





**DOWNTOWN  
PLAN**

THE NEXT 10 YEARS





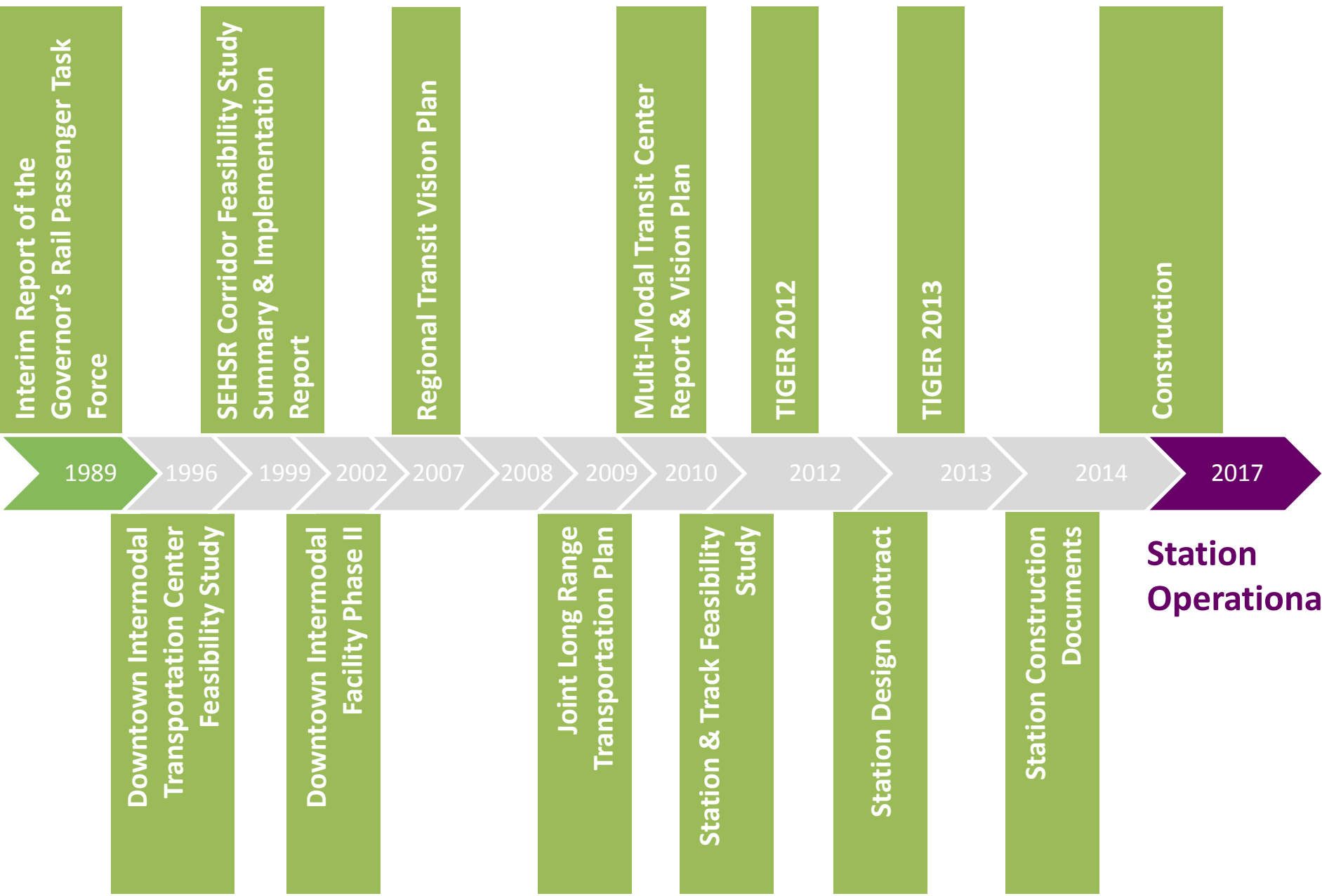
**Final Report**  
September 15, 2015

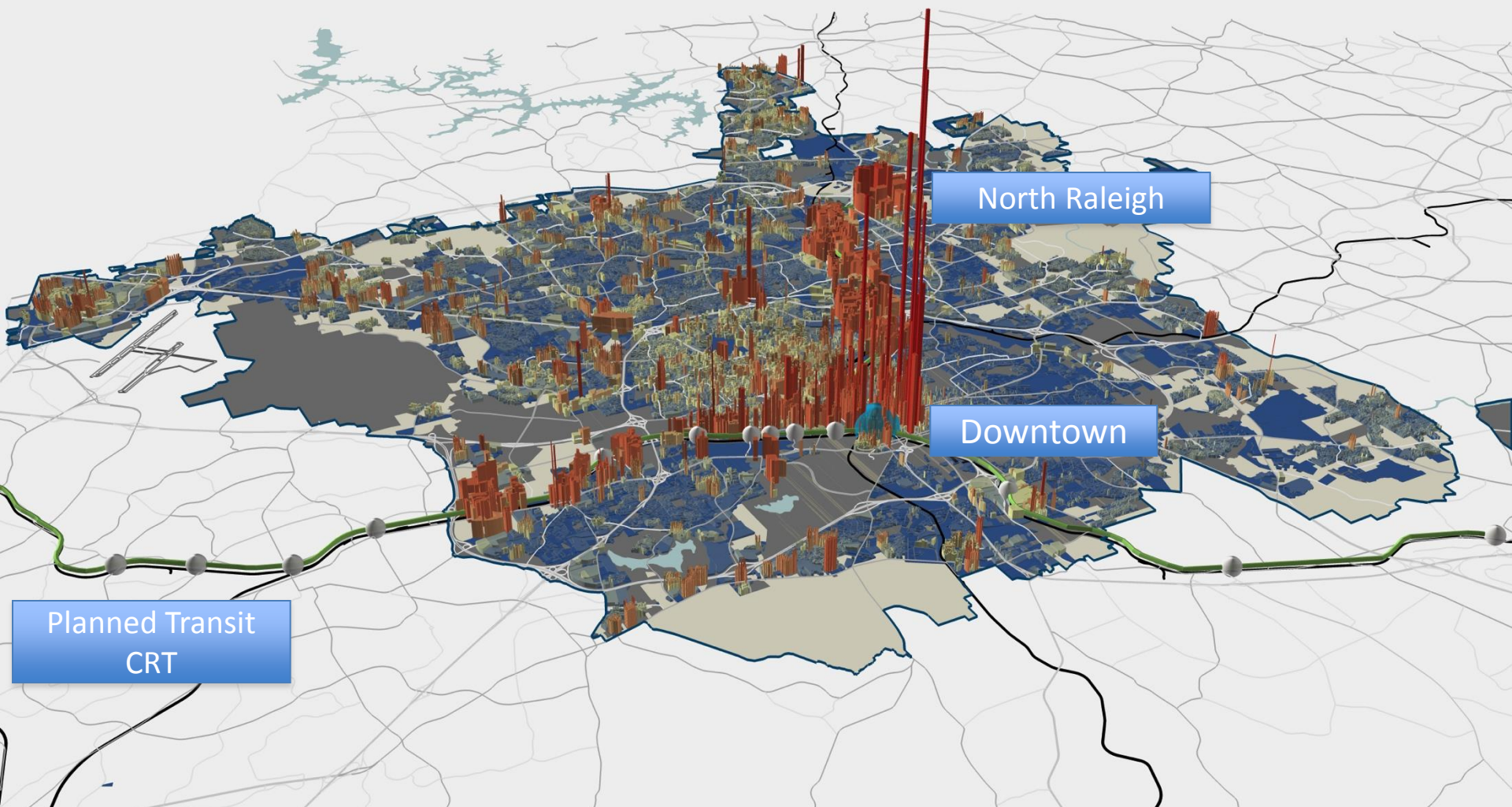



**CITY OF RALEIGH**

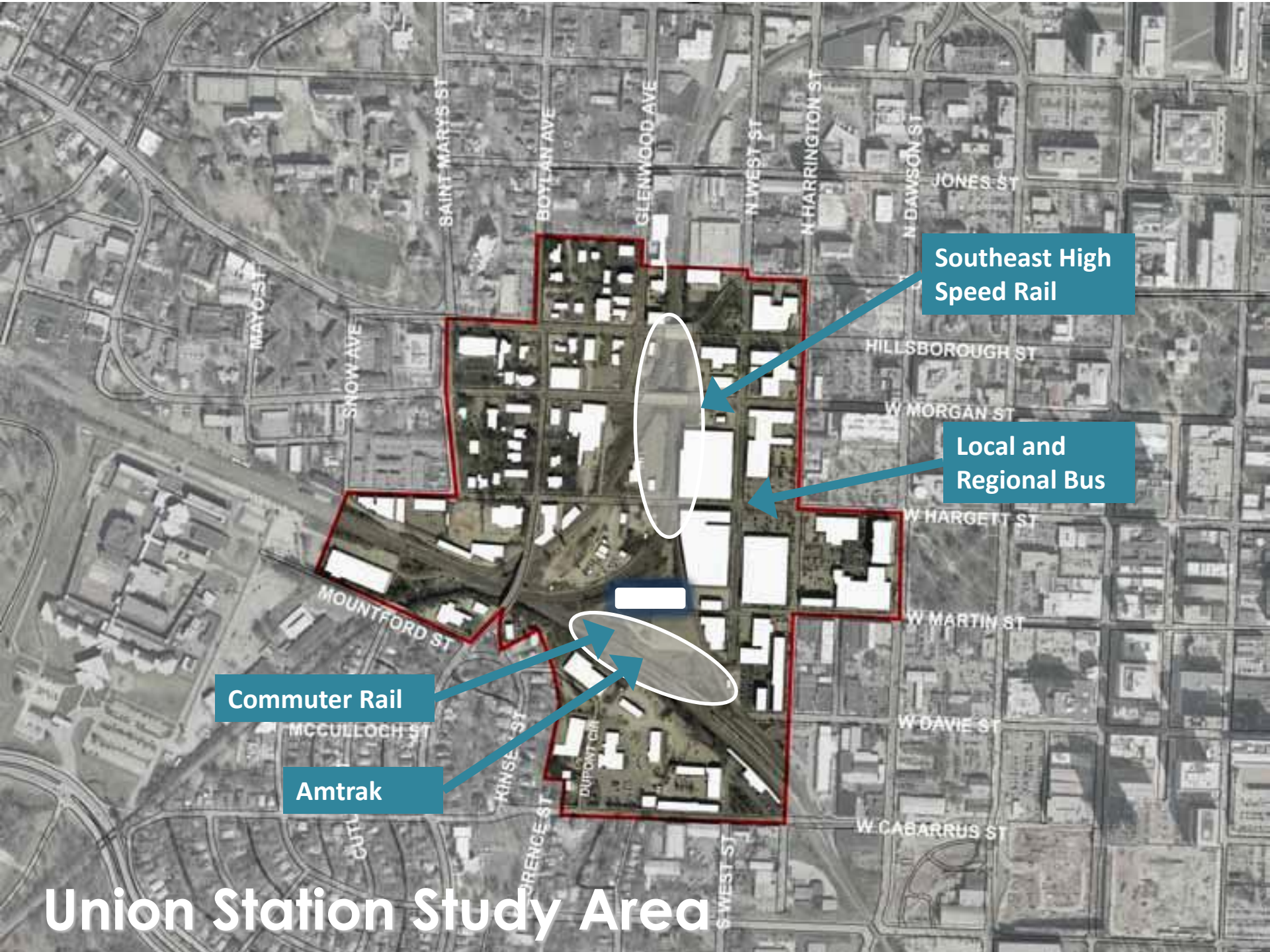
STRATEGIC PLAN





# TOD Return on Investment



**Southeast High  
Speed Rail**

**Local and  
Regional Bus**

**Commuter Rail**

**Amtrak**

# Union Station Study Area



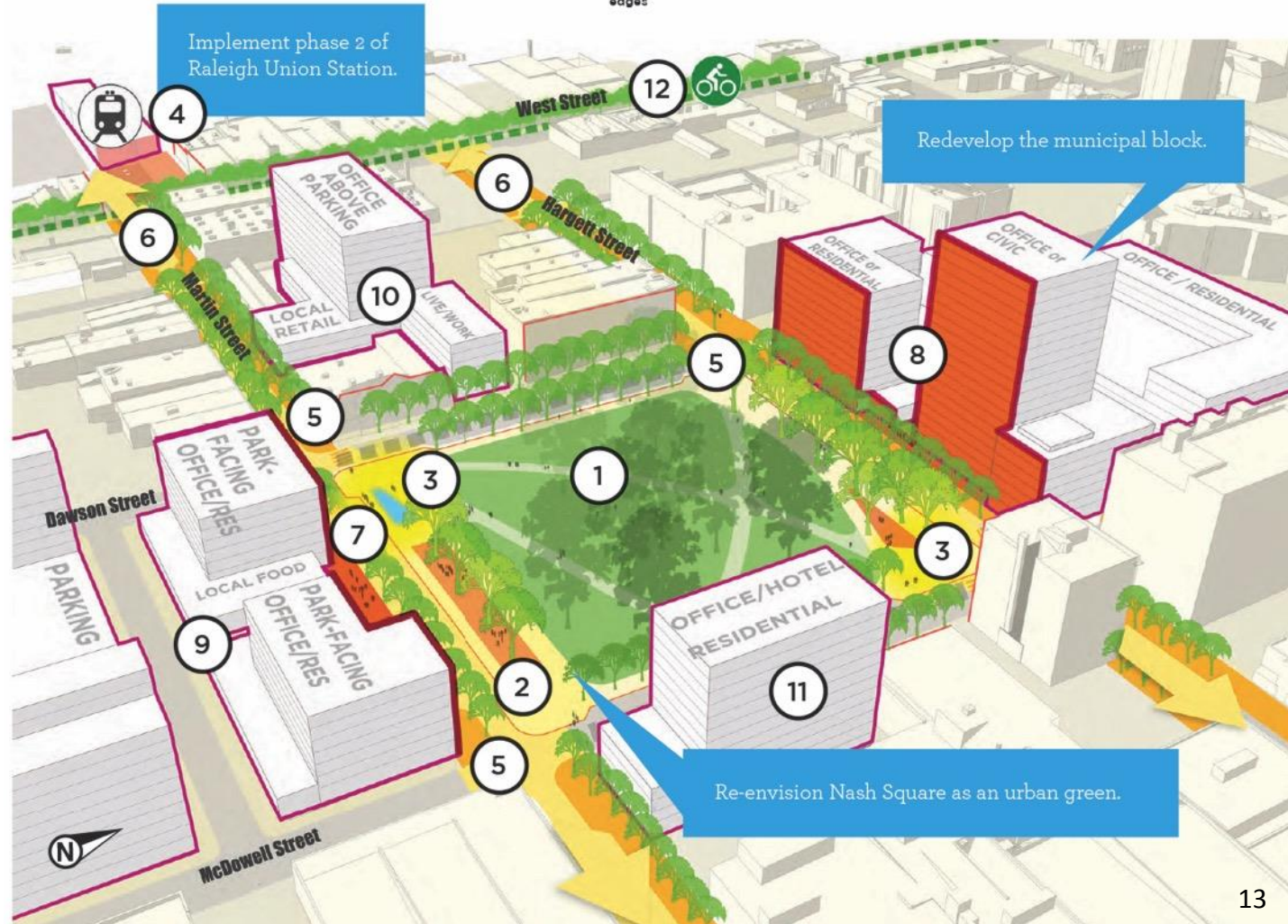


## NASH SQUARE/ RALEIGH UNION STATION

Where transportation, innovation, and gracious public space connect

### LEGEND

1. Reconfigured paths to create welcoming, more open interior
2. Outdoor seating along active edge
3. Entry plaza
4. Raleigh Union Station
5. Improvements to make intersections more pedestrian-friendly; traffic-calming along park edges
6. Hargett and Martin Streets as key pedestrian-oriented links through downtown
7. Building setback for outdoor dining
8. Redevelopment opportunity
9. Office or residential redevelopment opportunity with active ground-floor uses along park
10. Infill redevelopment opportunity
11. Hotel or other infill development opportunity
12. West Street Greenway Connector and cycle track



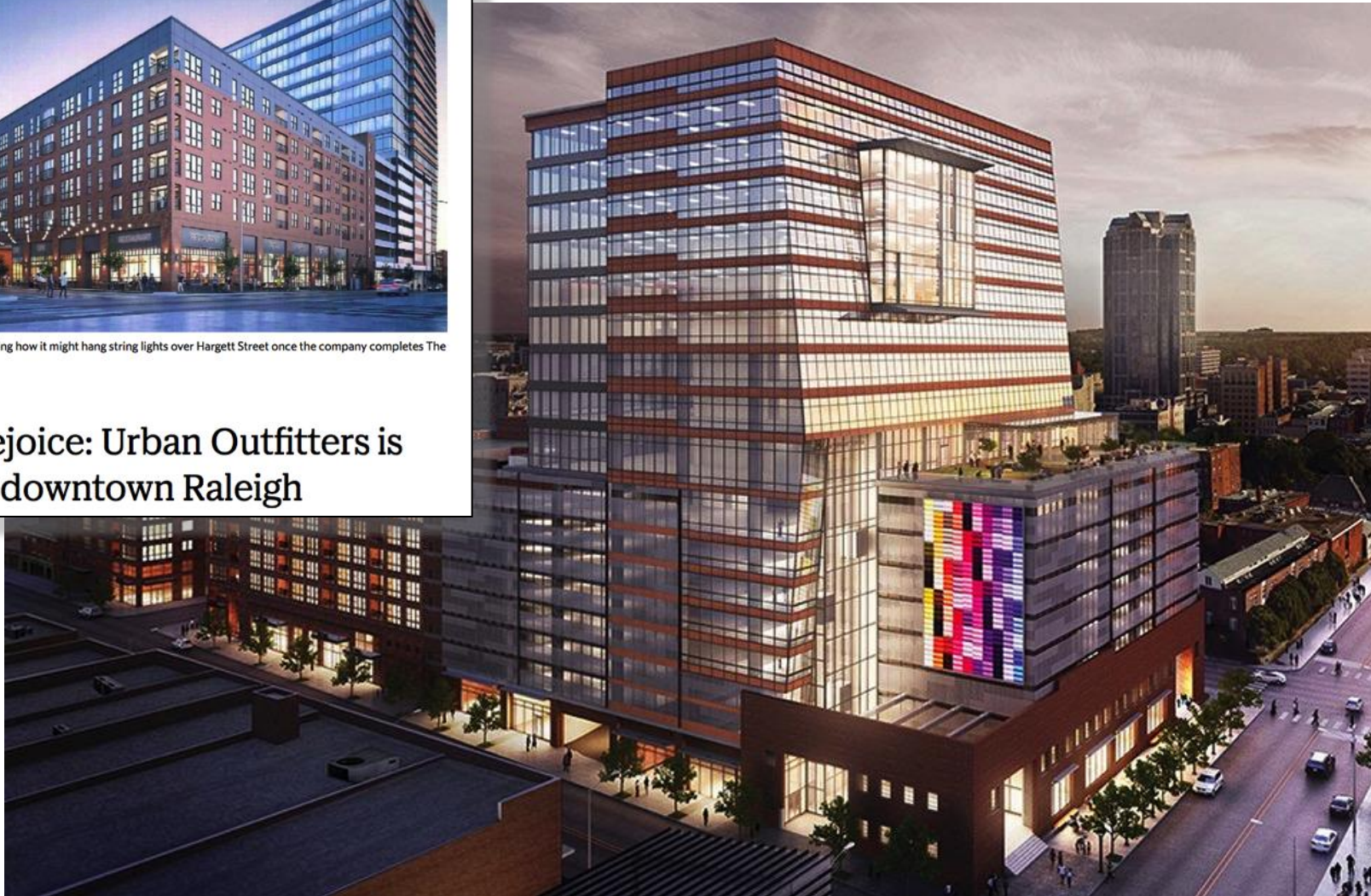
# Downtown Development



A rendering by Kane Realty showing how it might hang string lights over Hargett Street once the company completes The Dillon next year. **Kane Realty**

LOCAL

## Hipsters rejoice: Urban Outfitters is coming to downtown Raleigh





## Employment Benefits

143 short-term jobs

\$4.08 million in short-term salaries

\$5.53 million in indirect impacts

## Highway Maintenance Savings

The removal of 4,277.6 million miles of vehicle use results in less maintenance on highways. Based on the analysis; cumulative maintenance saving amount to \$282.3million through 2045

## Total Cost Benefit Ratio

The net present value of cumulative benefits is \$725 million or a benefit ratio of **26 to 1**

# Downtown Development



5 MILLION SQUARE FEET  
of office space being  
added to downtown



1,097 HOTEL ROOMS  
planned or under  
construction



3,672 RESIDENTIAL UNITS  
recently completed, under  
construction, or planned

\$1.75  
BILLION

OF RECENTLY  
COMPLETED,  
UNDER  
CONSTRUCTION,  
OR PLANNED  
DEVELOPMENT



\$400 MILLION  
in ongoing construction



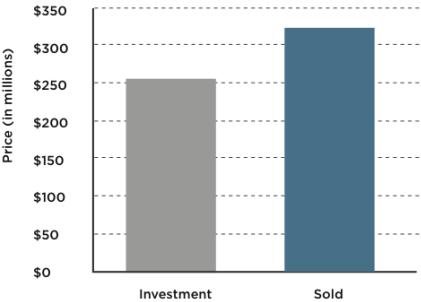
\$200 MILLION  
in public investment



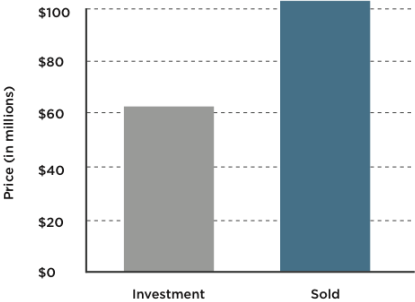
DEVELOPMENT DELIVERED  
in 2015 and 2016

INVESTMENTS IN DOWNTOWN ARE YIELDING BIG PROFITS FOR DEVELOPERS ACROSS ASSET CLASSES, INCLUDING OFFICE, RESIDENTIAL, AND HOTEL PROPERTIES.

CHARTER SQUARE: 24% return on investment



SKYHOUSE RALEIGH: Sets record for multifamily property sale in the Triangle at \$320,000 per unit



Source: Downtown Raleigh  
Alliance

An aerial photograph of downtown Raleigh, North Carolina, showing a mix of urban buildings, green spaces, and railway tracks. The top portion of the image is covered by a semi-transparent blue rounded rectangle containing the first text block. The bottom portion shows a closer view of railway tracks and greenery, partially covered by an orange rounded rectangle containing the second text block.

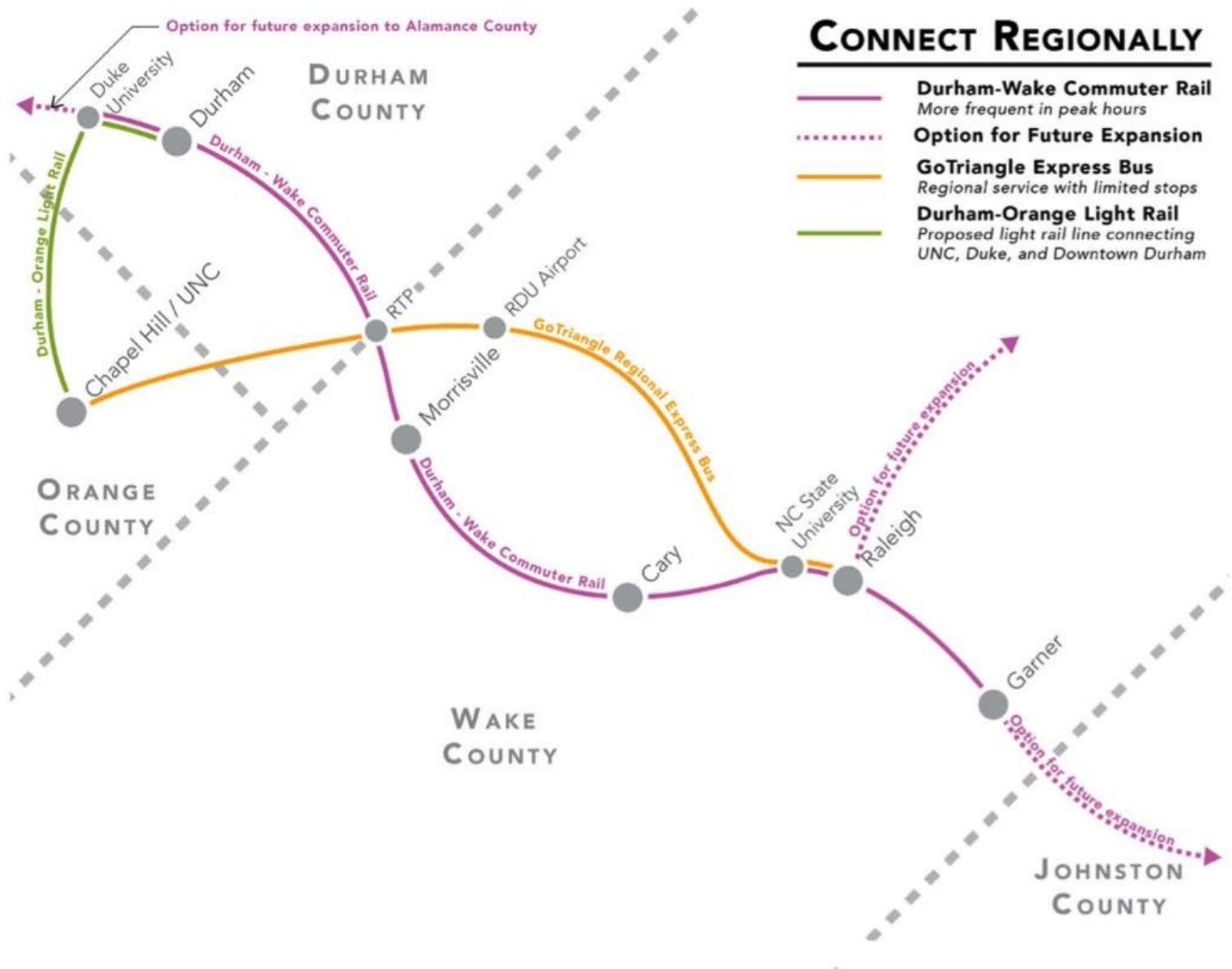
Since the start of 2015, 90 storefront businesses have opened in downtown Raleigh

Warehouse District food and beverage sales are up 15% in 2017 versus 2016 and are up more than 50% since 2013

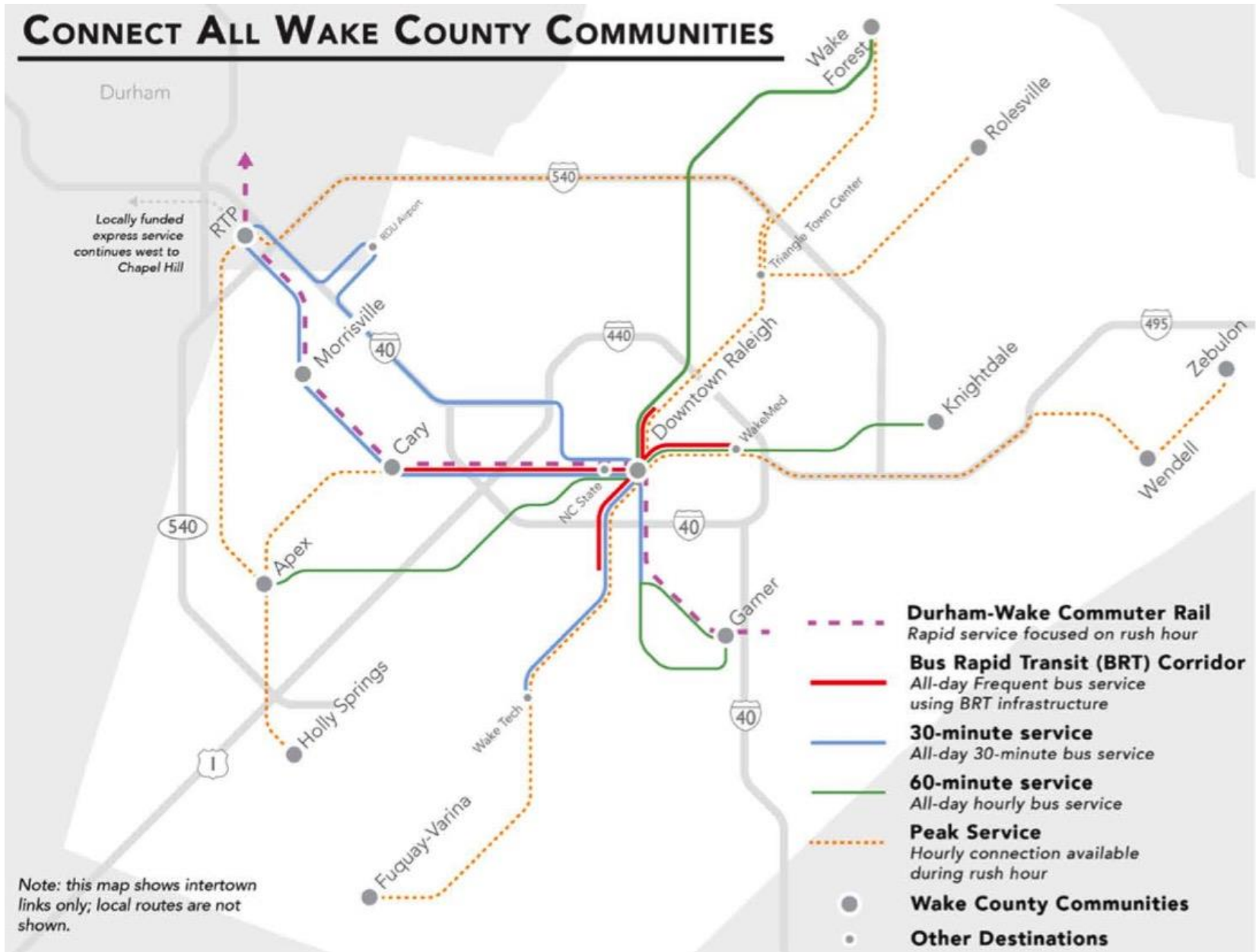
An aerial photograph of a city, likely Atlanta, showing a mix of urban development and greenery. In the foreground, there are several sets of railroad tracks running parallel to each other, flanked by lush green trees. The background shows a dense city skyline with various skyscrapers and buildings. A large, semi-transparent green rectangle is overlaid on the upper portion of the image, containing white text and a bulleted list.

## Within four blocks of Union Station:

- 775,000 square feet of new Class A office space
- 132,000 square feet of new retail space
- 823 new residential units
- 600 new hotel rooms
- 35 food and retail vendors in new Food Hall
- Over \$700 million in new construction



# CONNECT ALL WAKE COUNTY COMMUNITIES



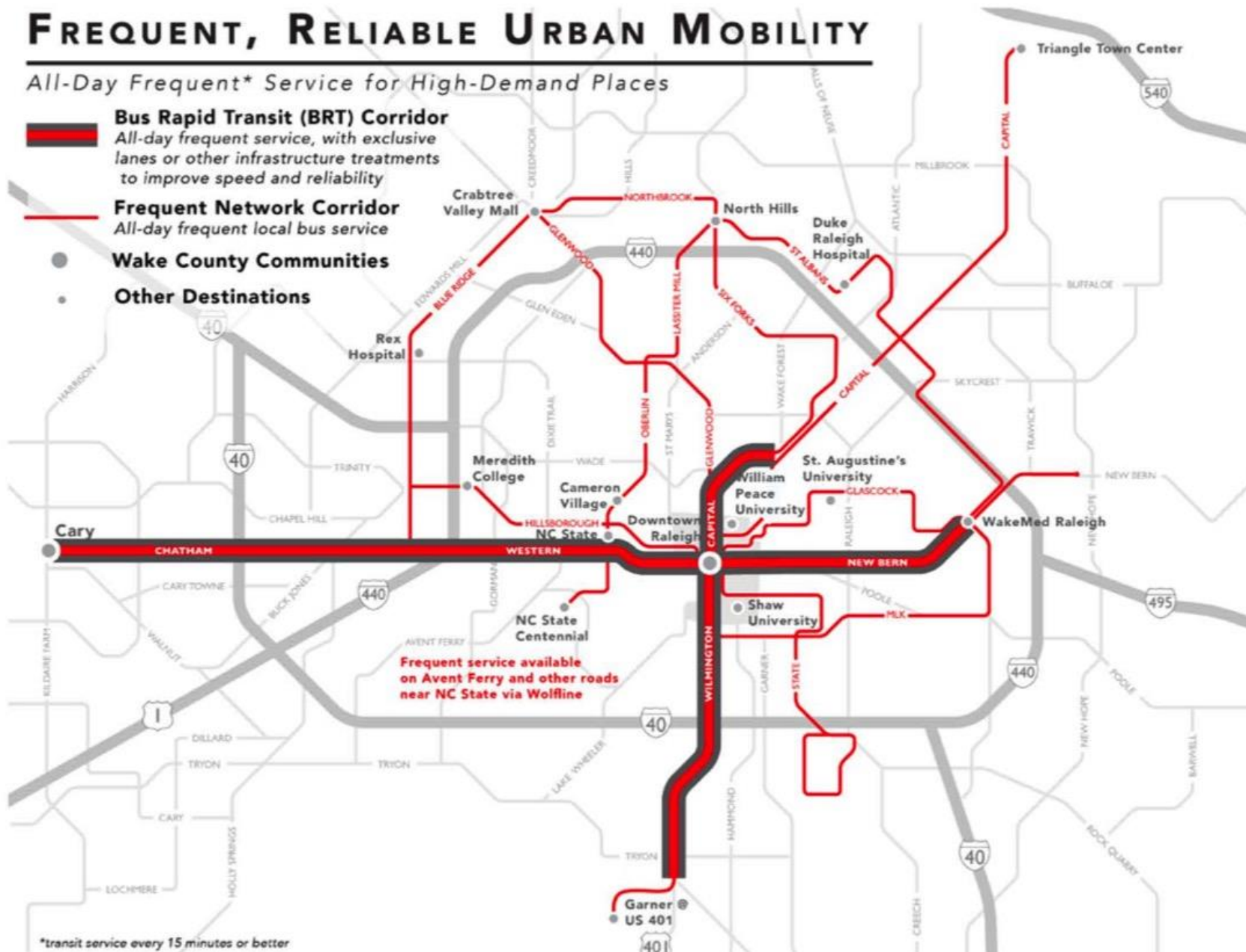
# FREQUENT, RELIABLE URBAN MOBILITY

All-Day Frequent\* Service for High-Demand Places

**Bus Rapid Transit (BRT) Corridor**  
All-day frequent service, with exclusive lanes or other infrastructure treatments to improve speed and reliability

**Frequent Network Corridor**  
All-day frequent local bus service

- Wake County Communities
- Other Destinations



\*transit service every 15 minutes or better

# ENHANCED ACCESS TO TRANSIT



## Areas Close to Fixed-Route Service

Shaded areas are within 3/4 of a mile of fixed-route bus services, regional express or intertown connections during the first 10 years of the plan.



## Flexible Service Area

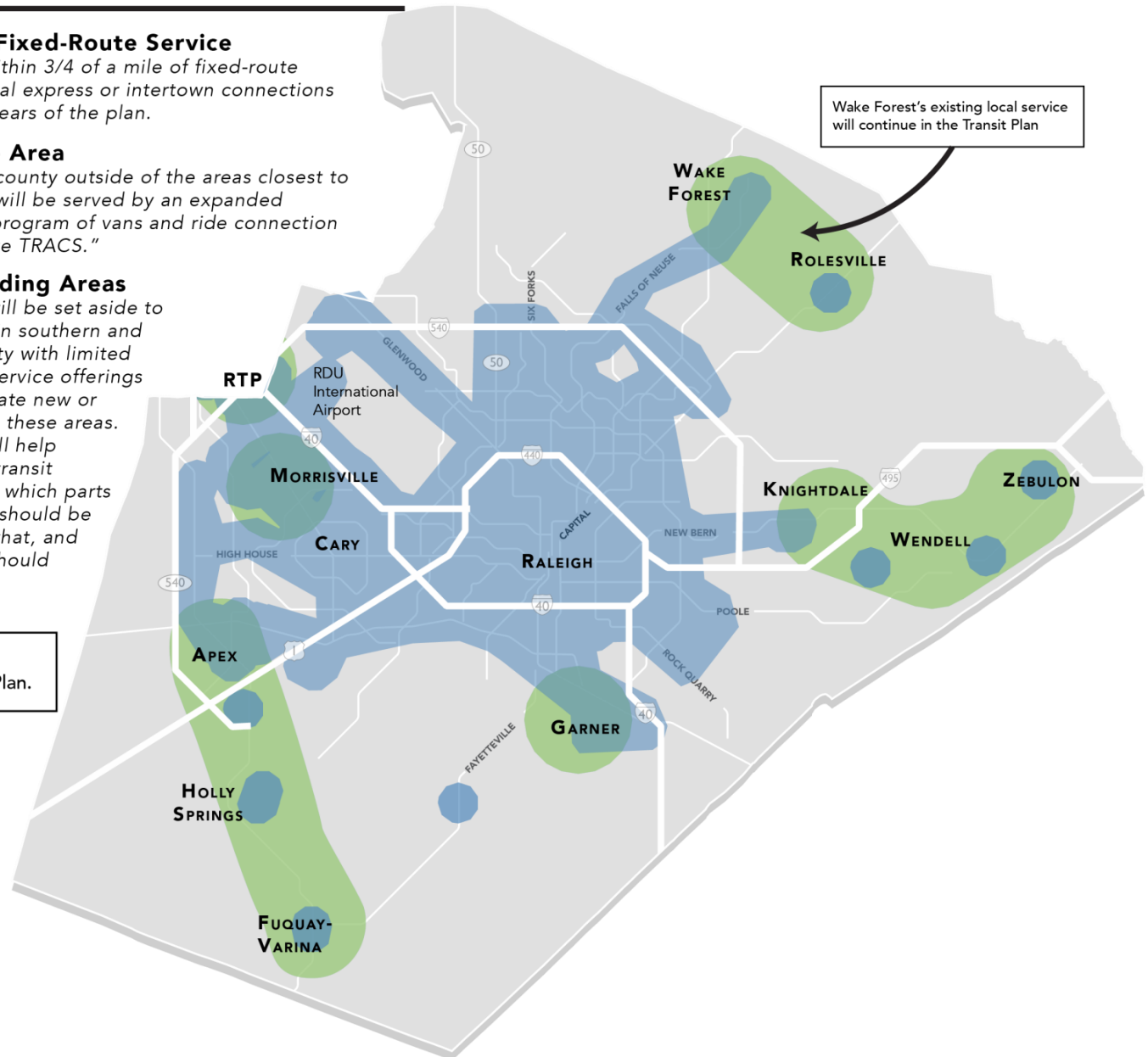
The entirety of the county outside of the areas closest to fixed-route service will be served by an expanded on-demand call-in program of vans and ride connection services called "Wake TRACS."

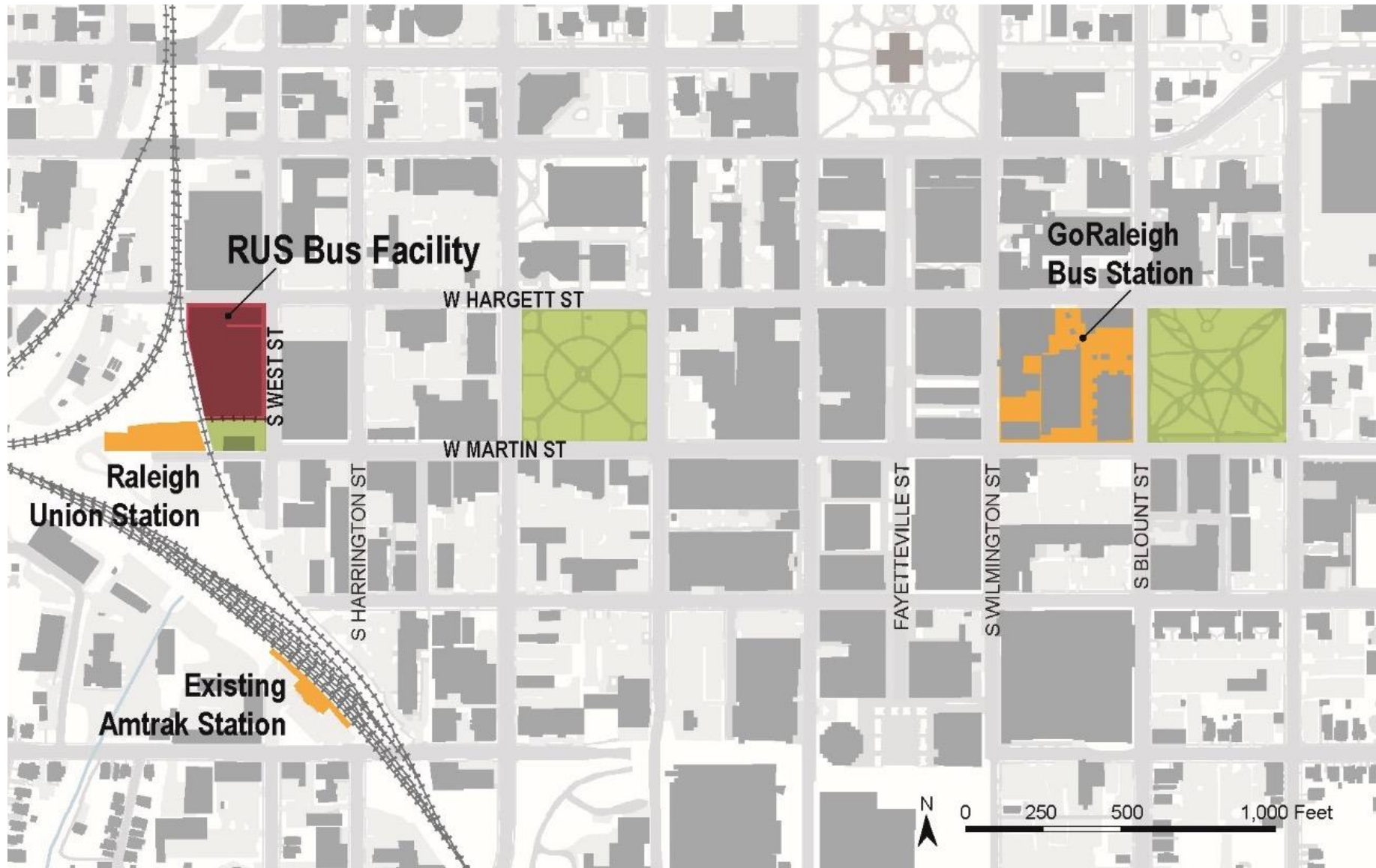


## Community Funding Areas

Matching funding will be set aside to partner with towns in southern and eastern Wake County with limited fixed-route transit service offerings to create or accelerate new or enhanced service in these areas. The partnerships will help determine the best transit services to provide, which parts of each community should be connected and to what, and when the services should be put in place.

Existing bus service will be roughly tripled in the Transit Plan.







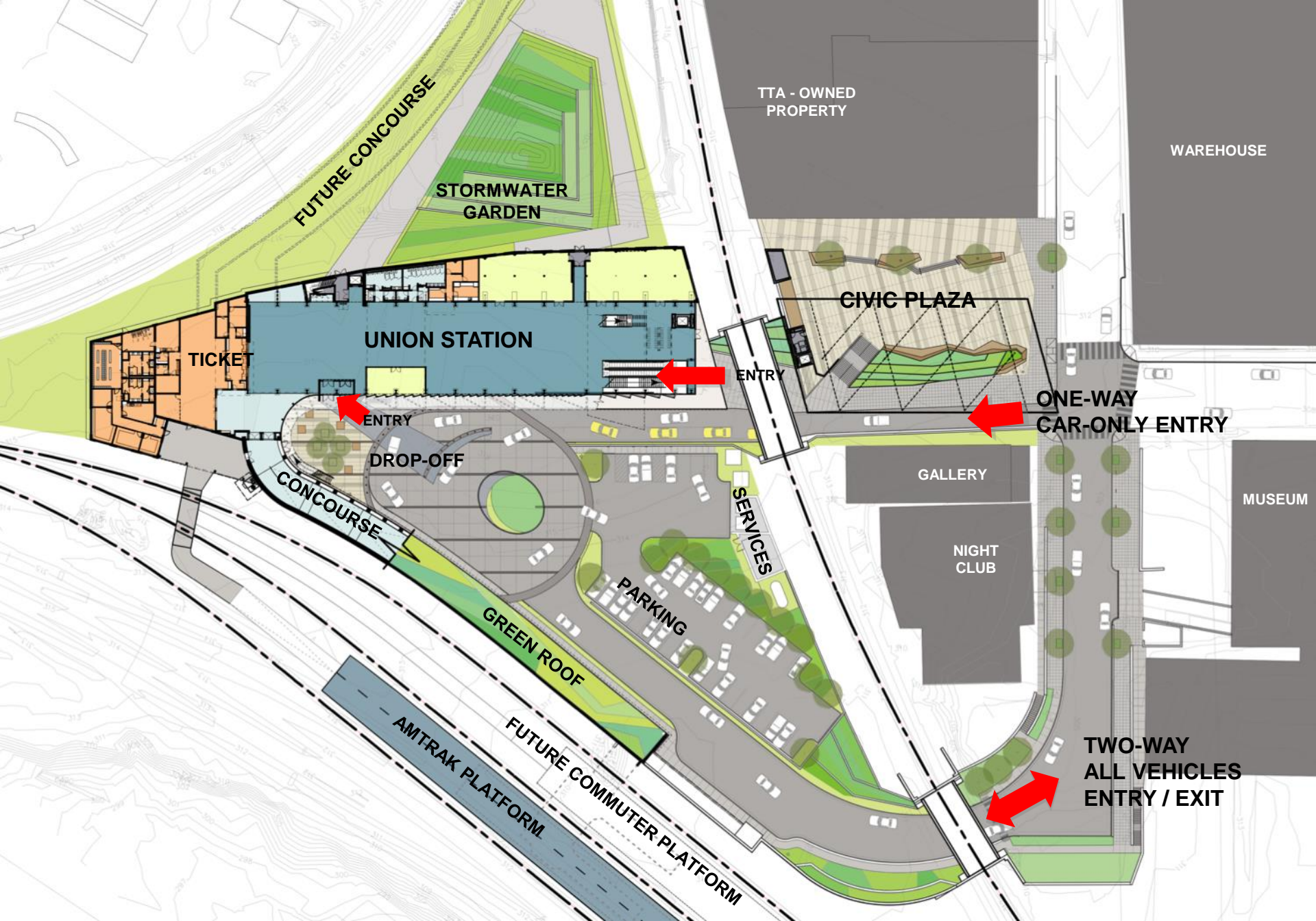
COURTYARD VIEW FROM WILMINGTON STREET ENTRANCE

GoRaleigh Station - Renovation

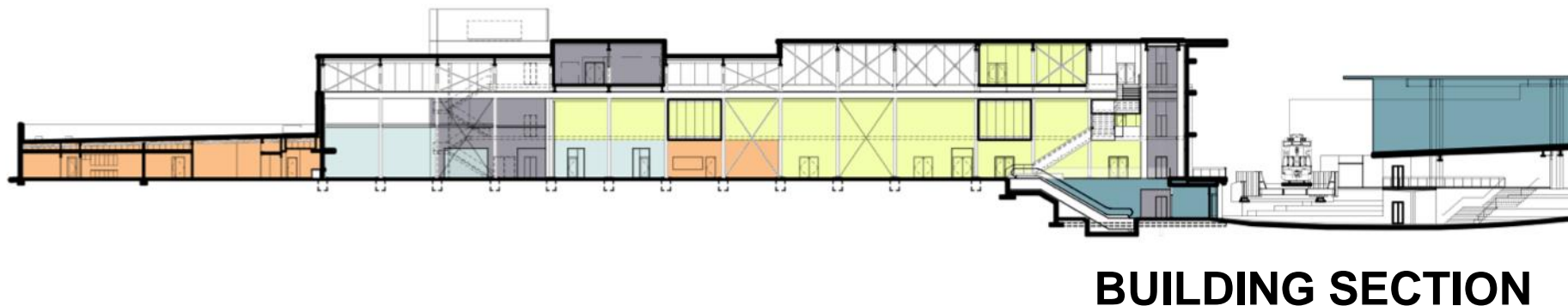
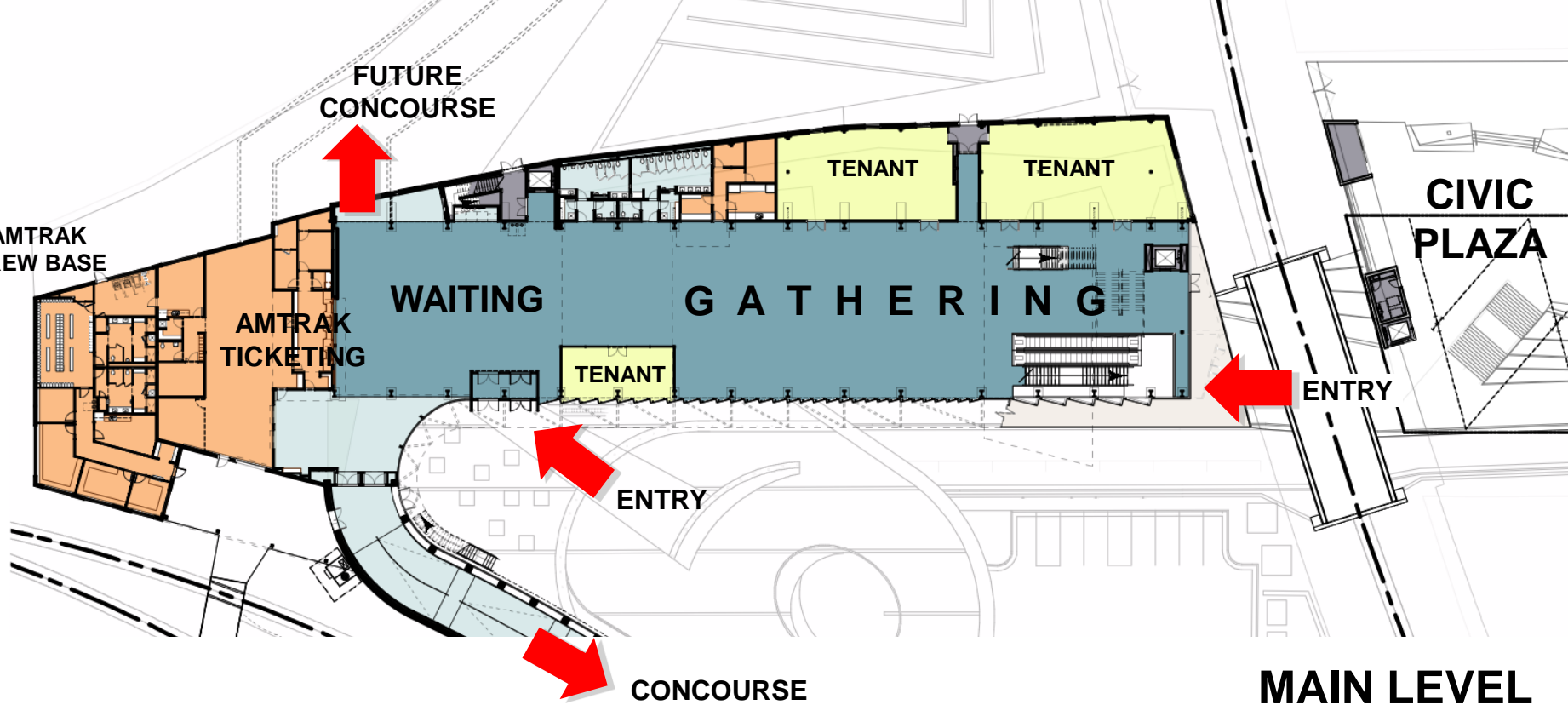




Raleigh Union Station



# SITE PLAN



# BUILDING PLAN



AERIAL VIEW



STREET VIEW



EAST MAIN HALL ENTRY

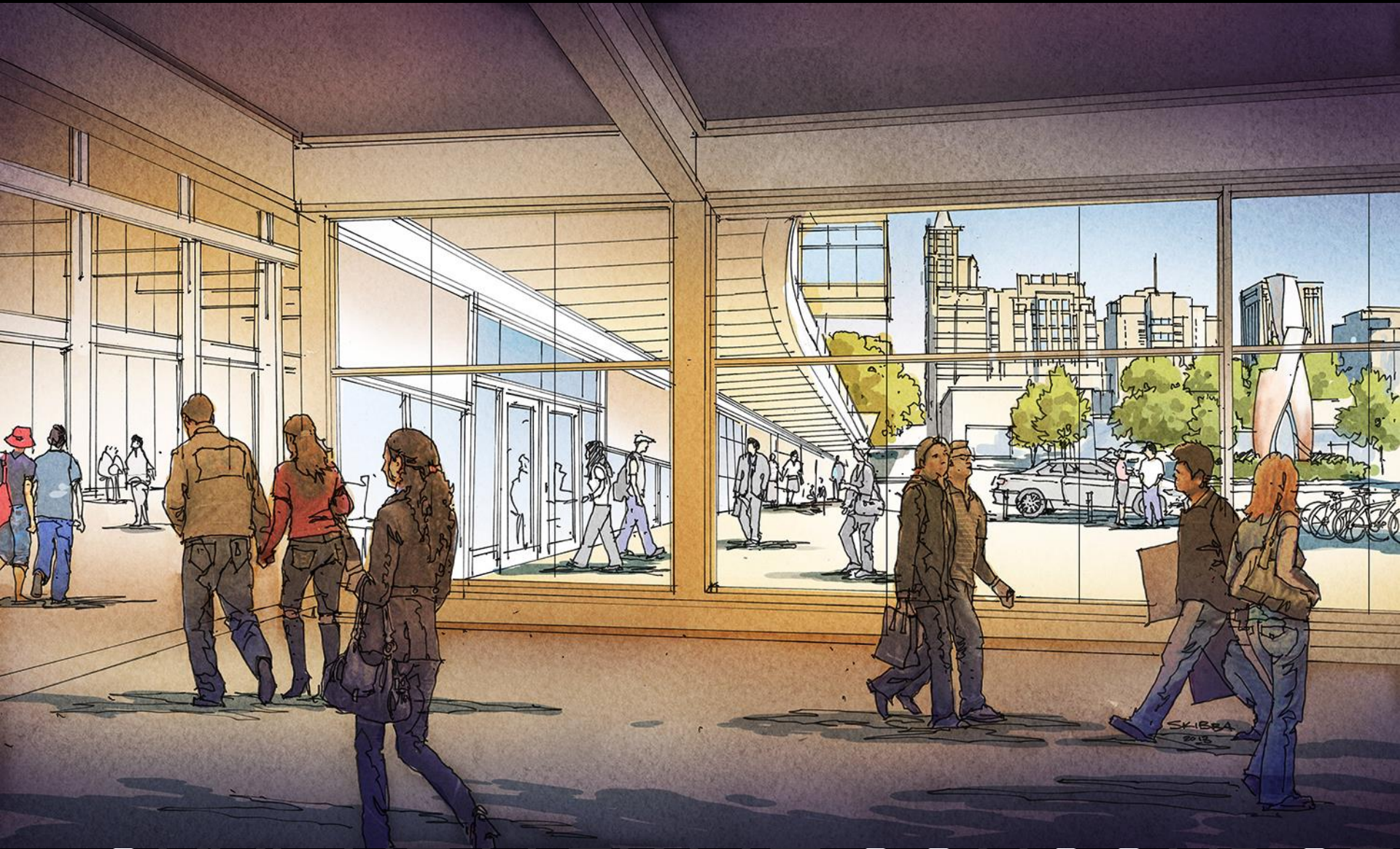


WEST STATION ENTRY

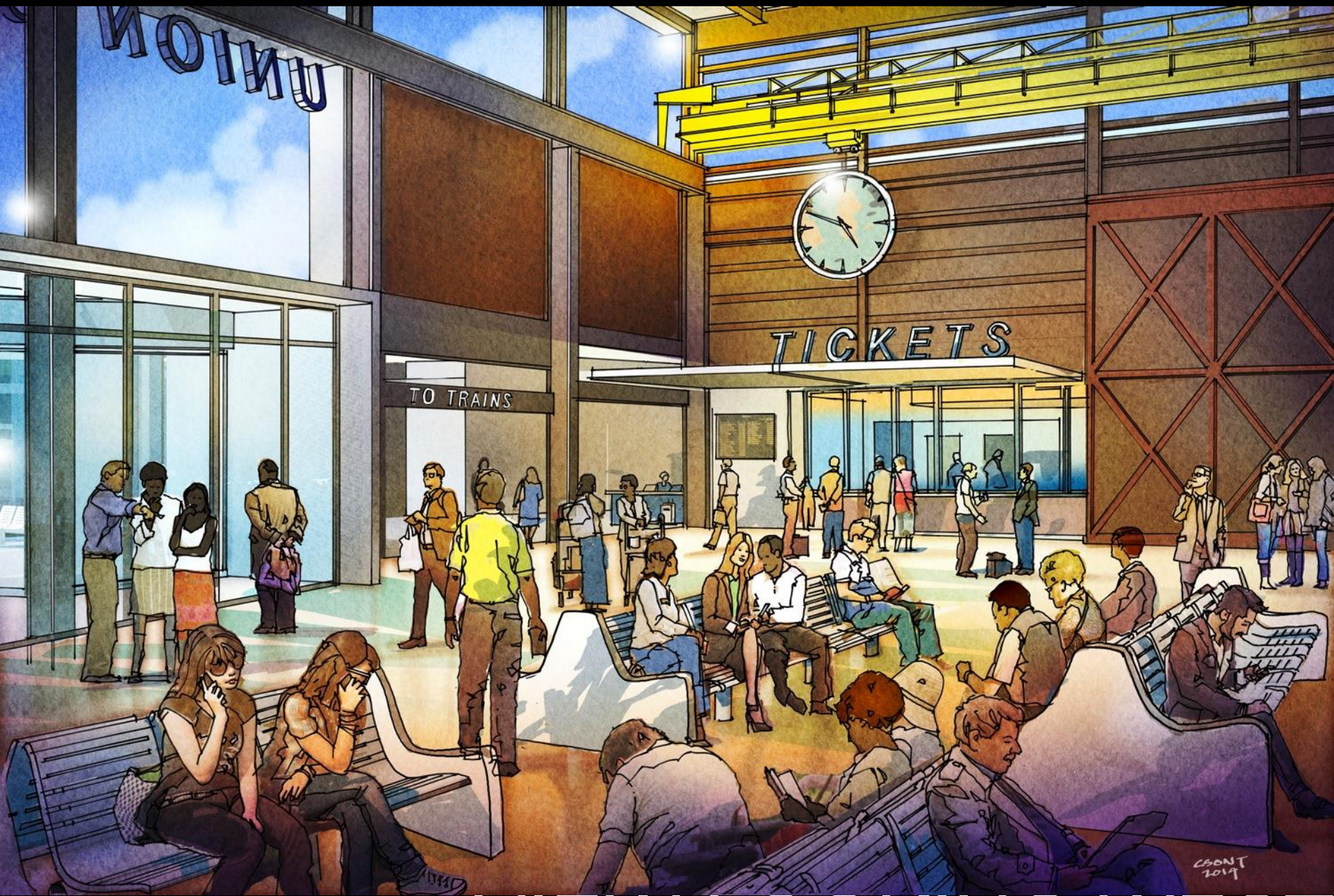


CSONT 2014

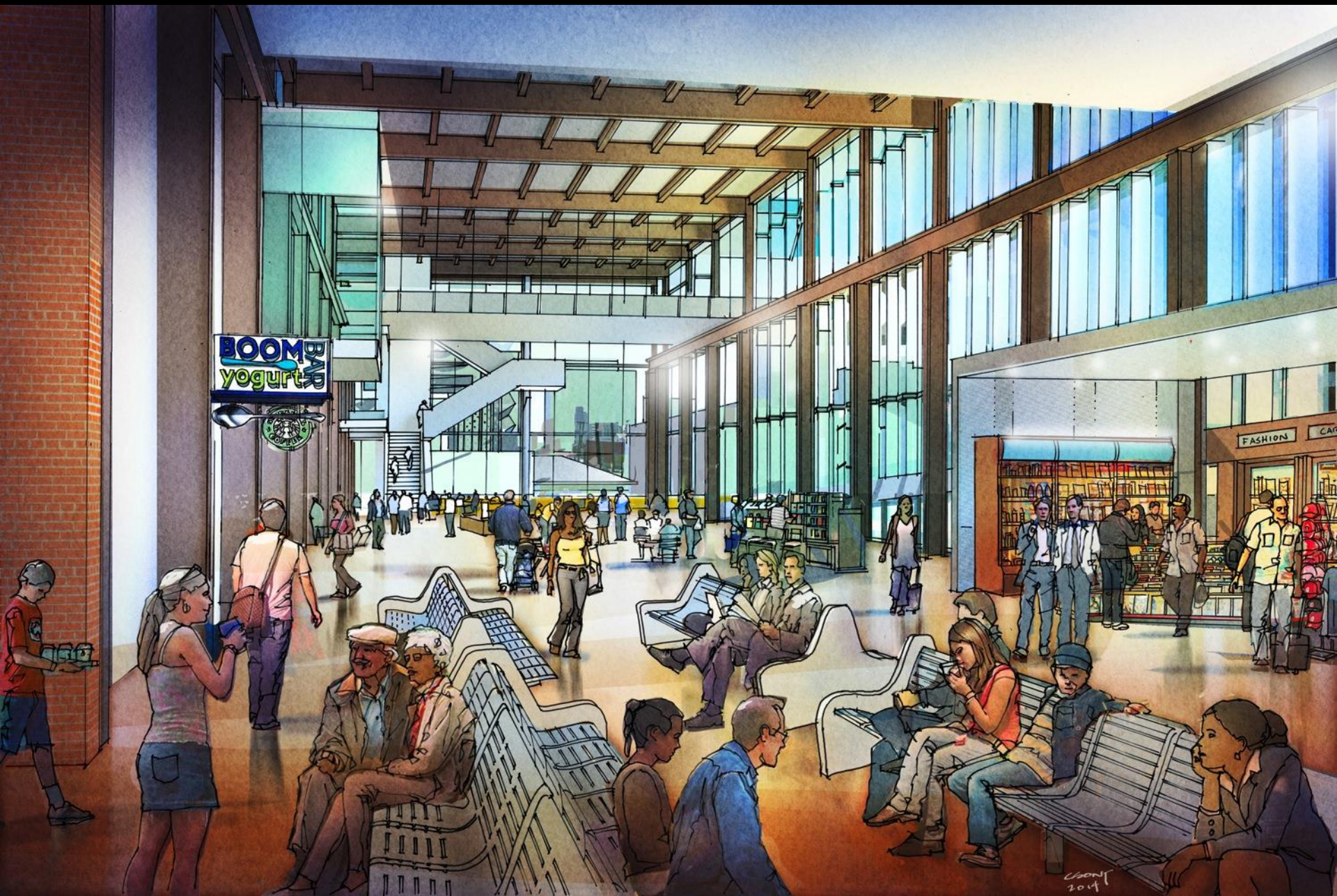
PLATFORM VIEW



SKYLINE VIEW AT CONCOURSE



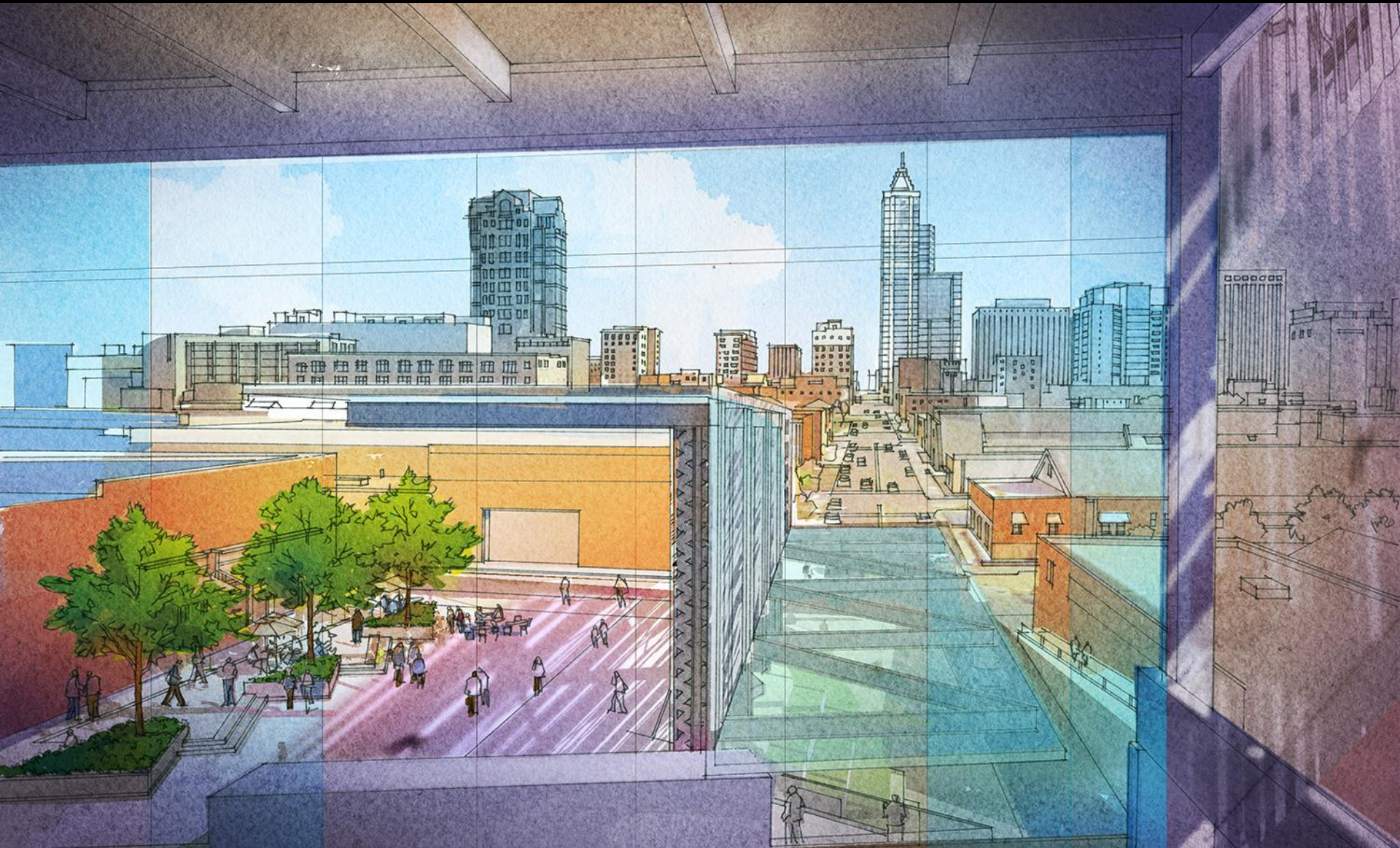
VIEW LOOKING WEST



VIEW LOOKING TO DOWNTOWN



SKYLINE VIEW AT MEZZANINE



SKYLINE VIEW AT MEZZANINE



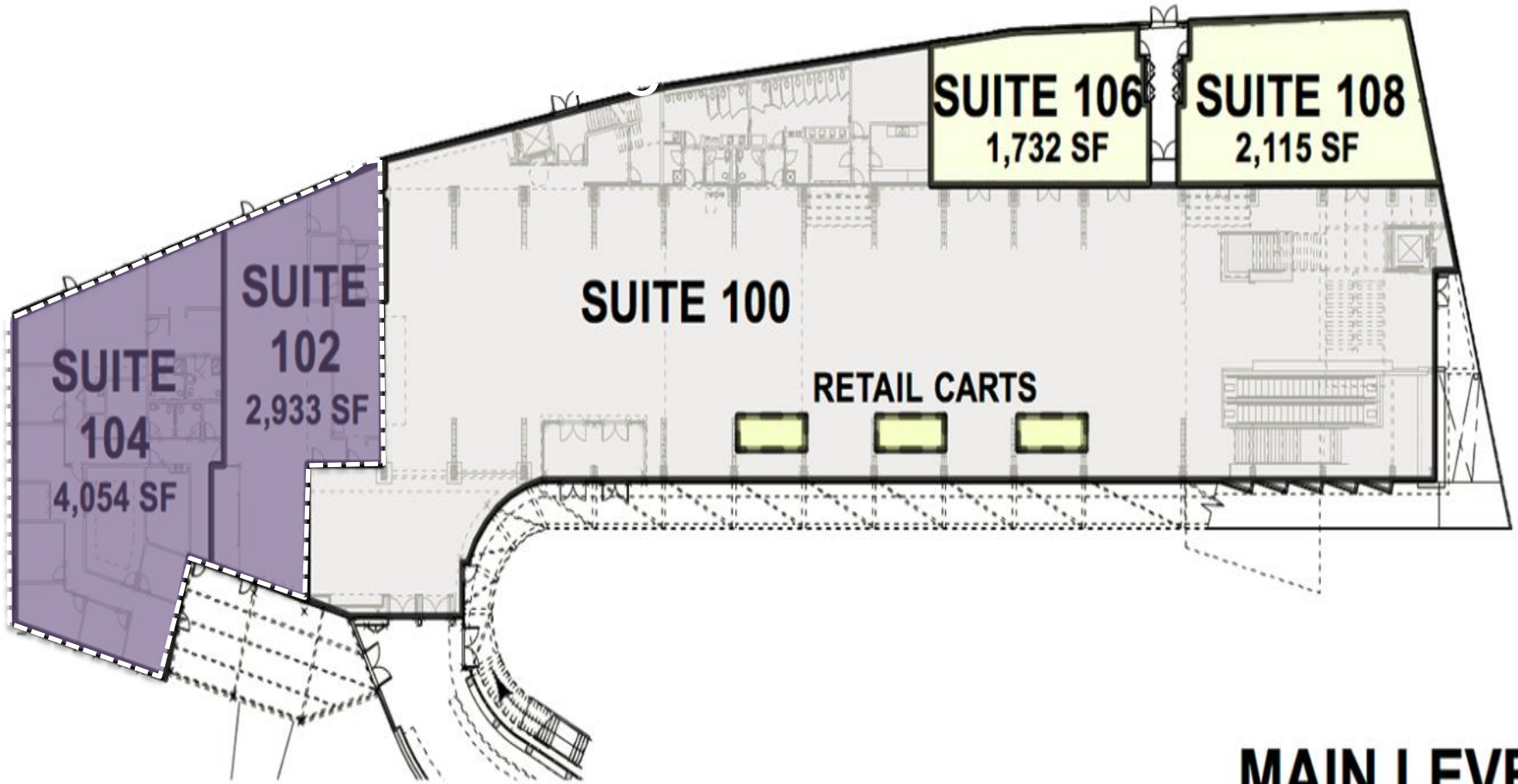
PLAZA





## Why have commercial spaces?

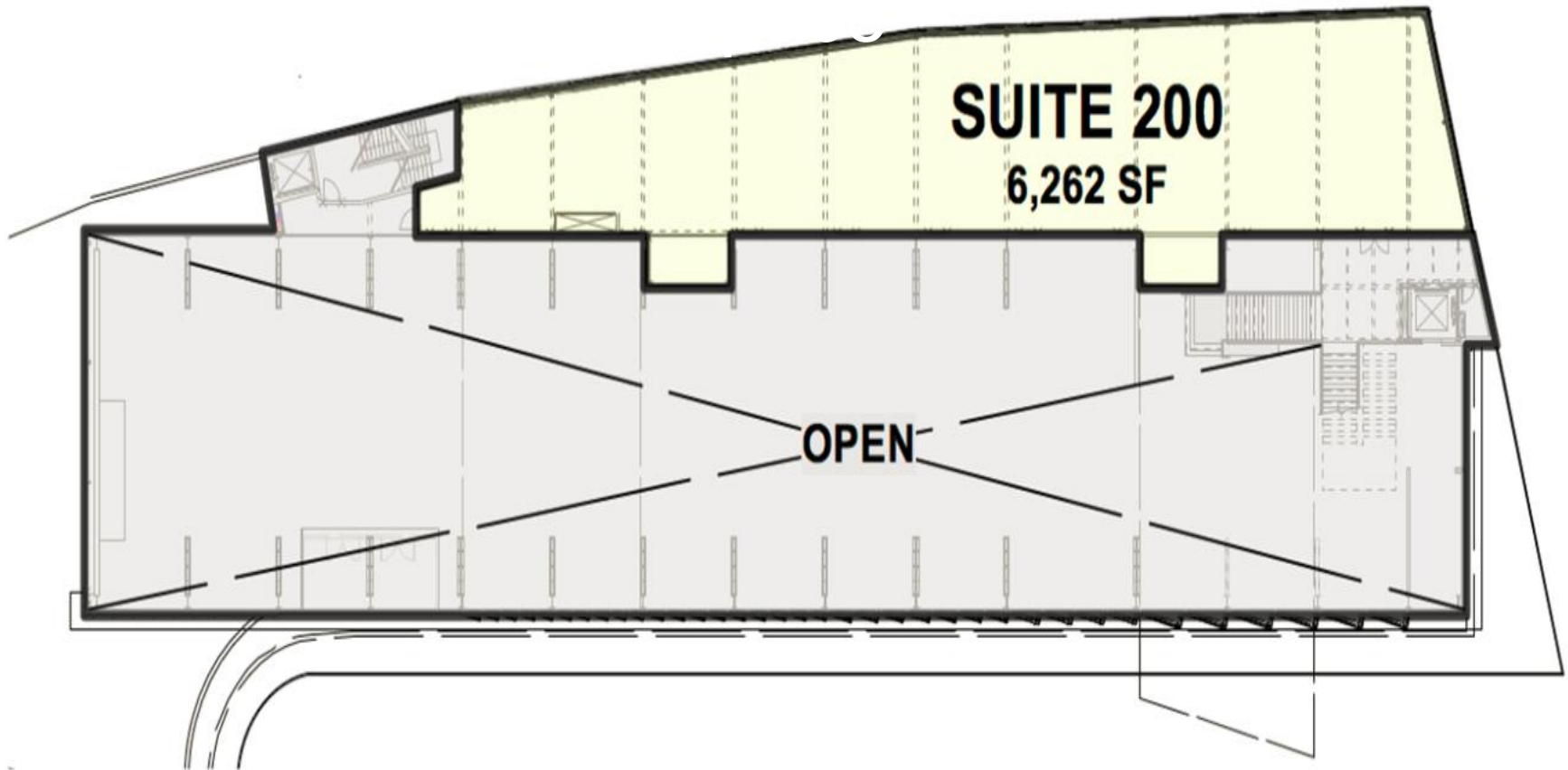
- Offset operating cost by generating revenue
- Provide amenities
- Create and enhance placemaking opportunities



## MAIN LEVEL

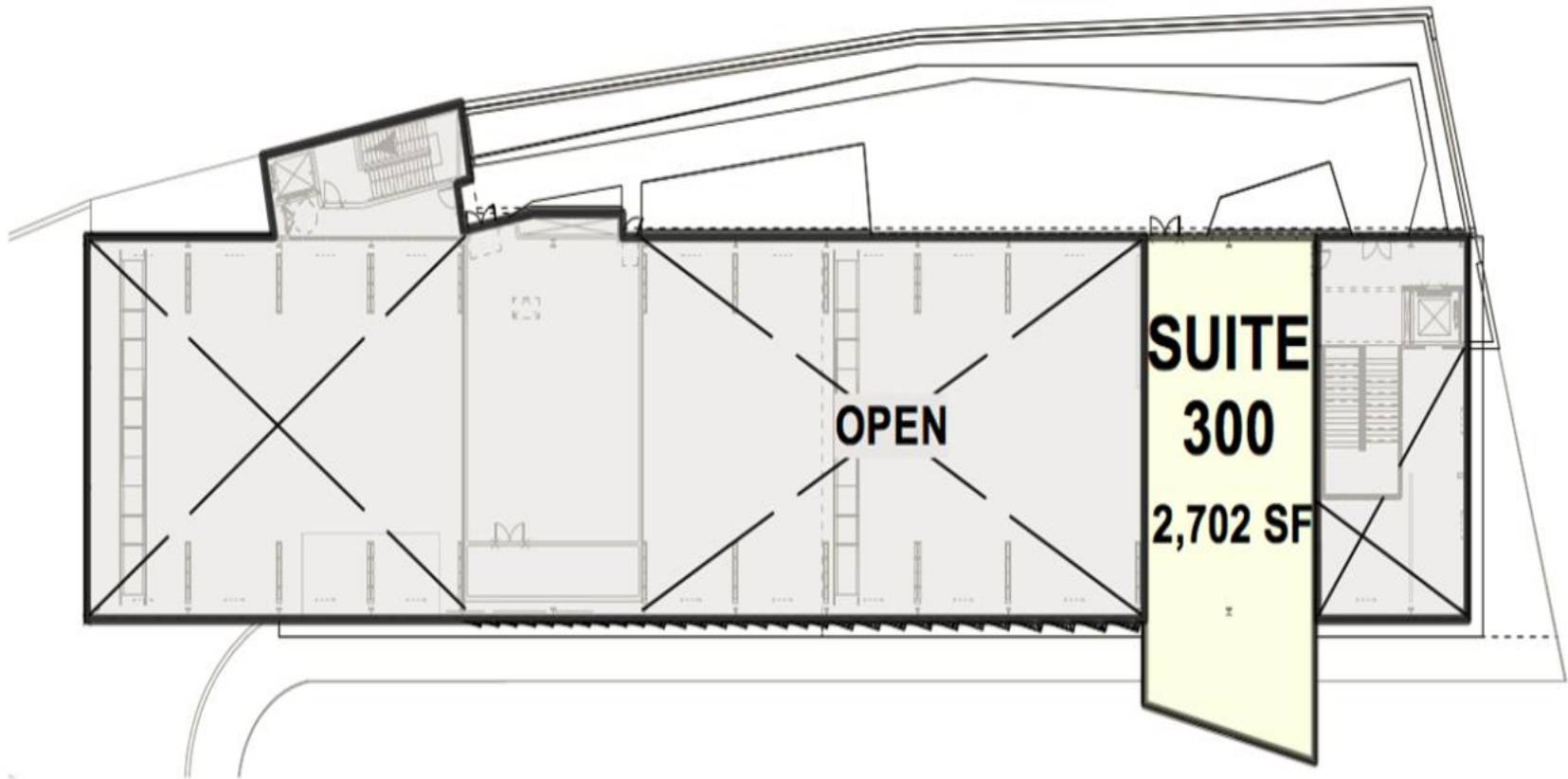
Rail Operations

Retail, Restaurant



Retail, Office

## LOWER MEZZANINE LEVEL



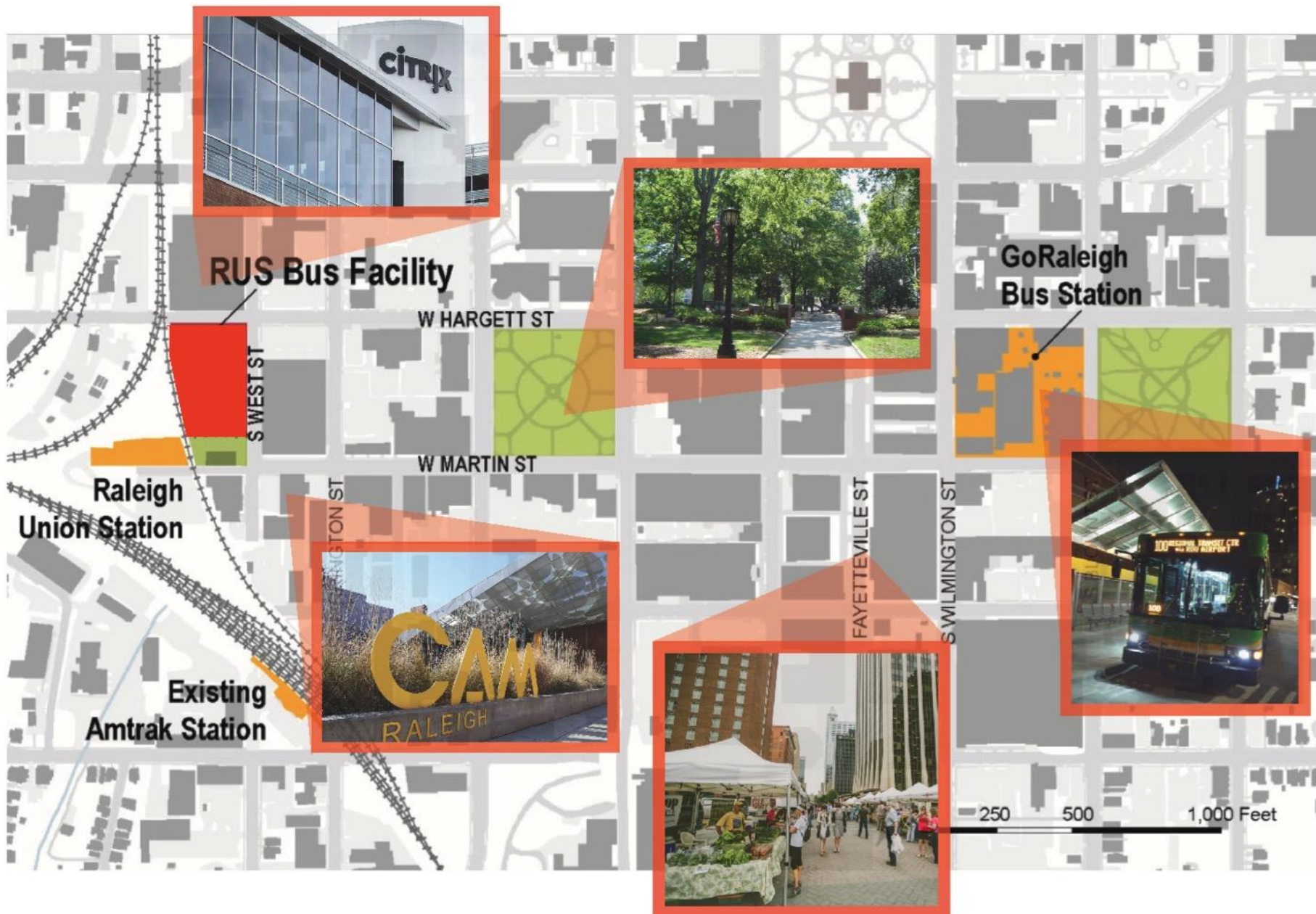
Retail, Restaurant

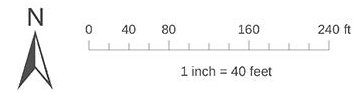
## UPPER MEZZANINE LEVEL

# Examples for Tenant Mix

(compliments station goals)

- Seeking affordable food options for travelers
- Destination restaurant / community and neighborhood amenity
- Retail - local and / or regional appeal
- Office

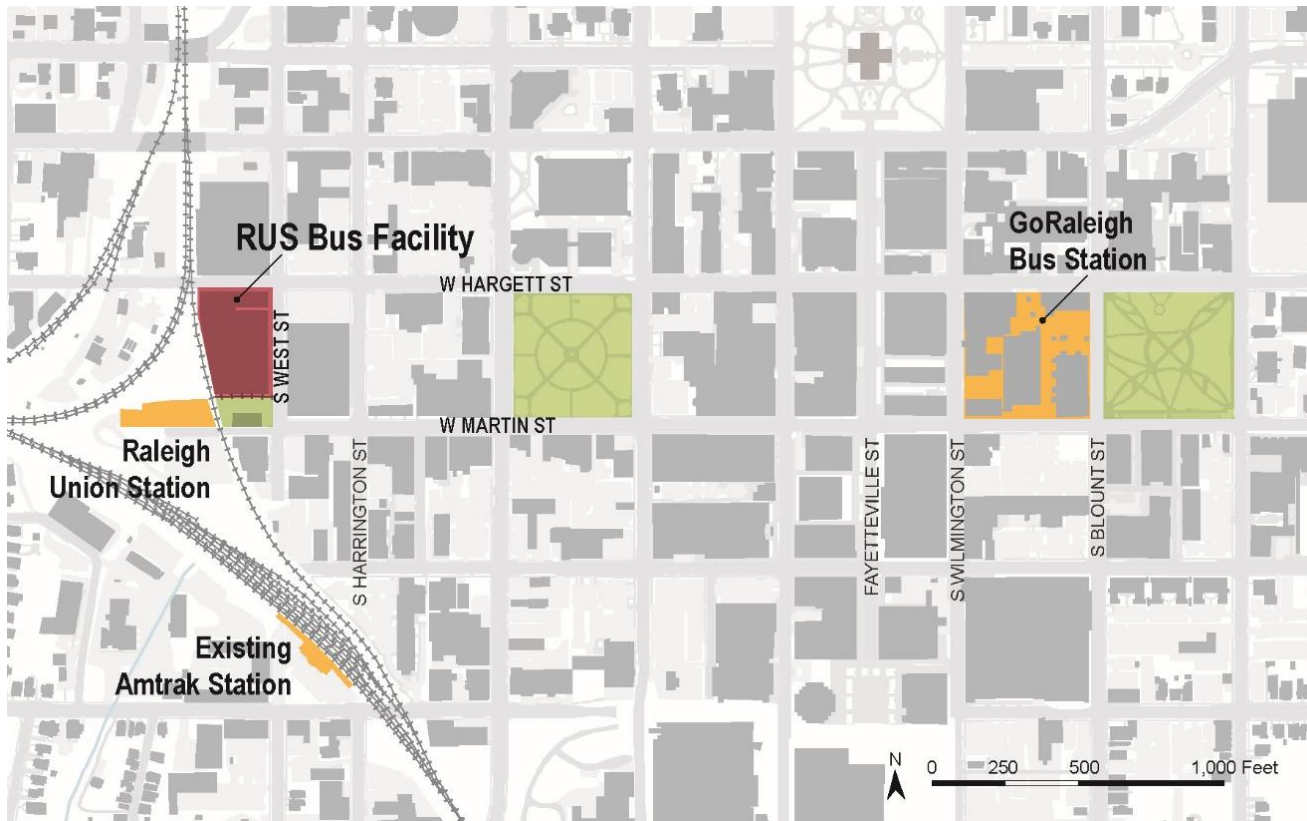




# Purpose and Need

- Second downtown bus hub to provide connectivity to intercity passenger rail, commuter rail and future higher speed rail in the Southeast Corridor
- Facilitate Wake County Transit Plan improvements
- Support mixed-use development around the Raleigh Union Station multimodal campus
- Provide connectivity and mobility to the Warehouse district

# RUS Bus Operations

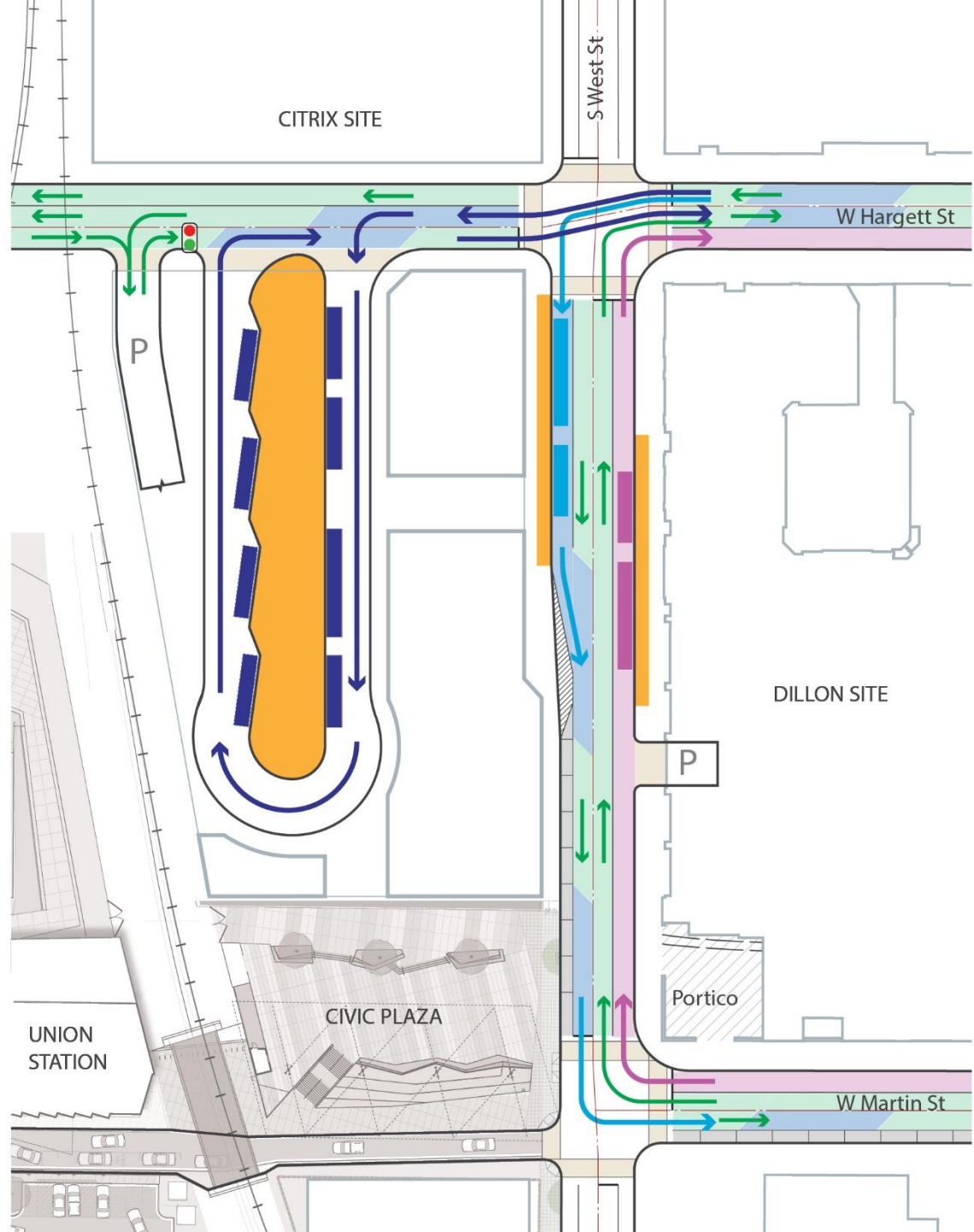


Potential Operating Scenarios	
GoTriangle	Eastern Wake routes
GoTriangle	Chapel Hill and Durham Express
GoTriangle	Routes 100 and 105
GoRaleigh	4-6 routes terminating RUS Bus
GoRaleigh	Bus Rapid Transit

# Bus Facility Concept Design

## U shape Plan

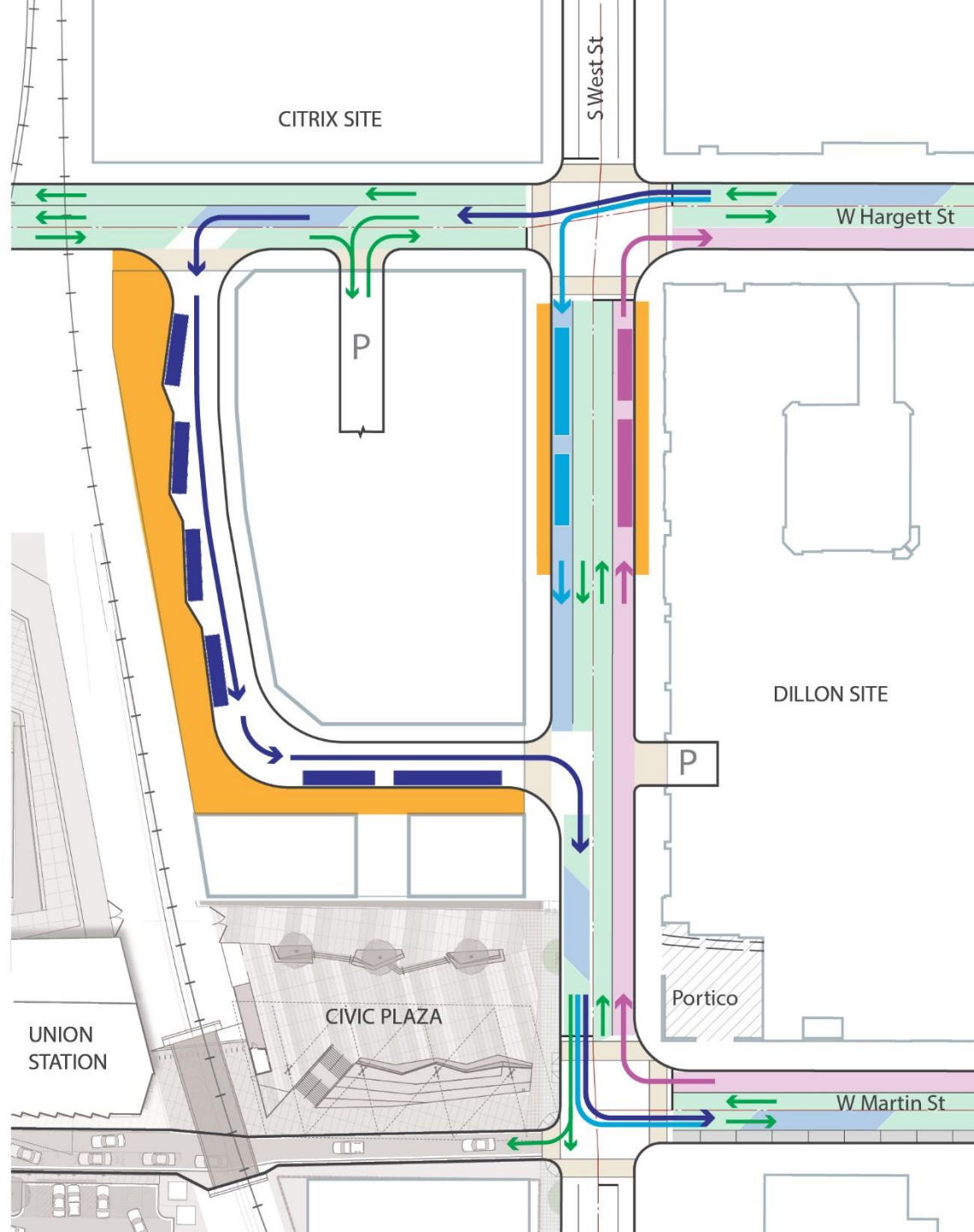
- ← BRT Lane
- ← Bus to Facility
- ← Bus to West St
- ← Car Lane
- Bus Stop Area



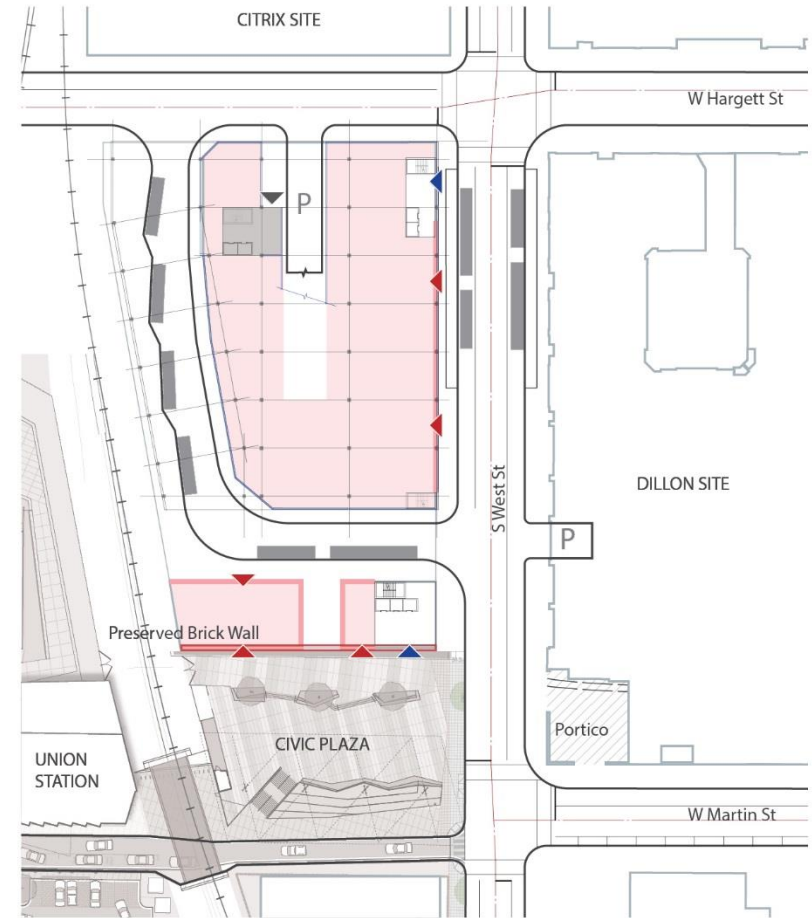
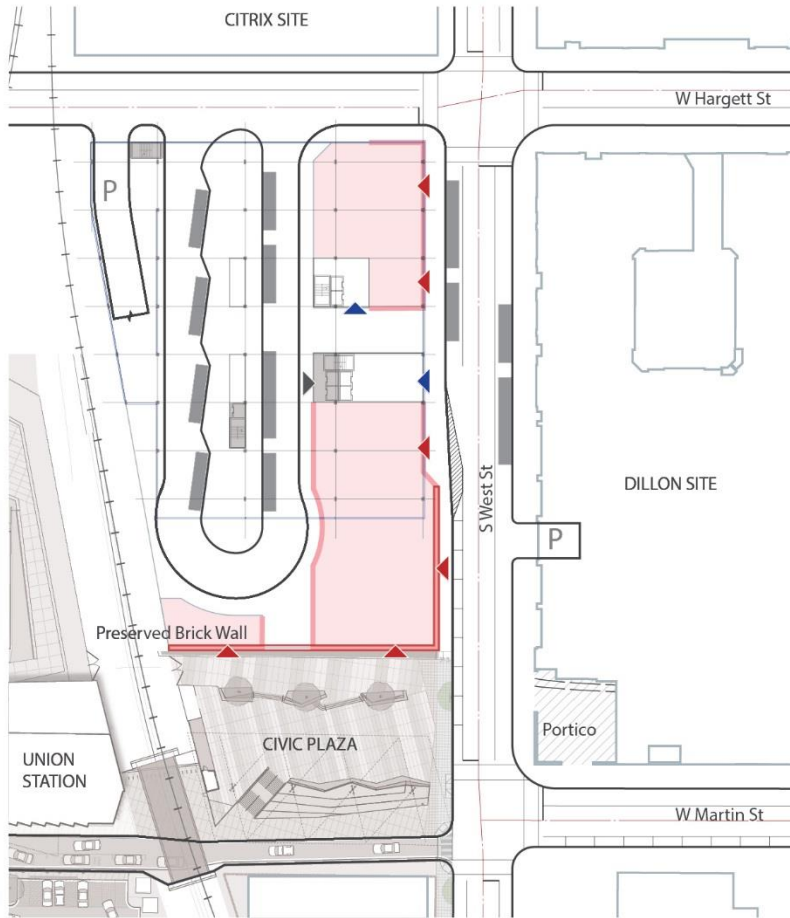
# Bus Facility Concept Design

## L shape Plan

- ← BRT Lane
- ← Bus to Facility
- ← Bus to West St
- ← Car Lane
- Bus Stop Area



# Performance Comparison - Development Suitability



- Ground Floor Retail Area
- Retail Access
- Parking Access
- Potential Lobby/Core

U

Retail divided by ped corridor

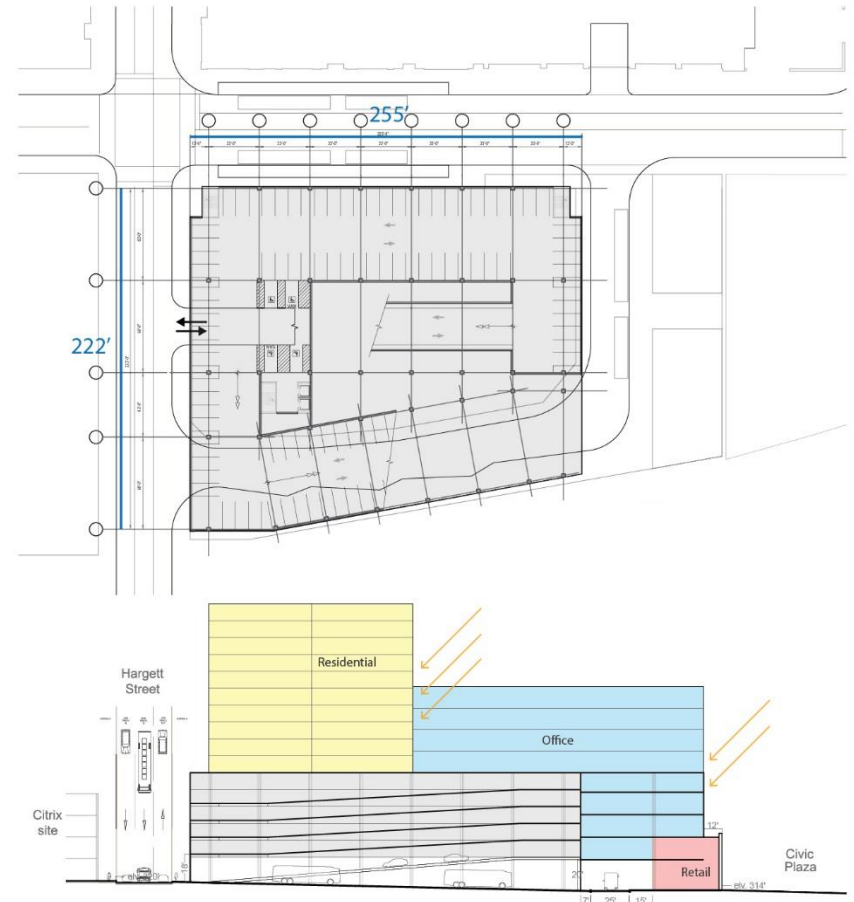
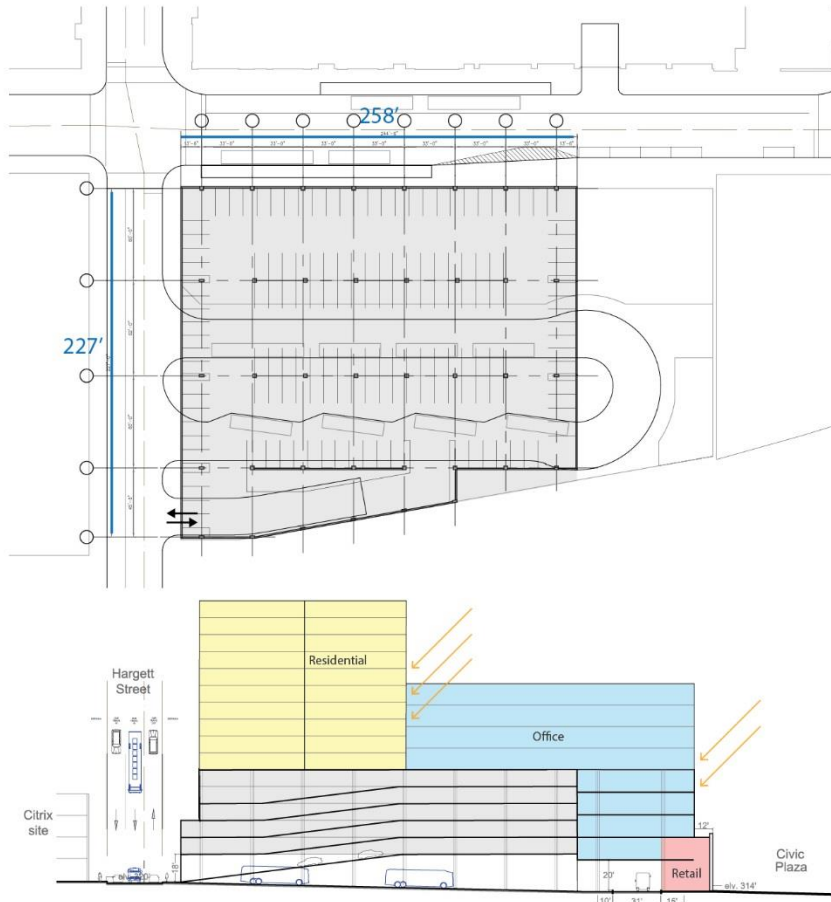
All cores concentrated in the middle

Strong retail presence/capability  
Suitable column spacing to construct overbuild  
Space/location for core for vertical circulation

One large retail space  
(potential for anchor store)  
Cores at separate corners

L

# Performance Comparison - Parking Performance



U 420 spaces for overbuild uses  
295 spaces for public uses

Sufficient parking for overbuild uses  
Sufficient public parking  
Suitable Column spacing to construct overbuild  
Space/location for core and vertical circulation

L 420 spaces for overbuild uses  
318 spaces for public uses



U.S. Department of Transportation  
**Federal Railroad Administration**



An aerial photograph of a city, likely Chicago, showing a mix of urban architecture. In the foreground, there are large, flat-roofed industrial or commercial buildings, some with brick facades. To the left, railroad tracks run parallel to a line of trees. In the background, a dense cluster of skyscrapers and high-rise buildings is visible against a clear blue sky. The word "QUESTIONS" is superimposed in large, white, sans-serif capital letters across the center of the image.

QUESTIONS